

[5th February 1924]

in 1921-22 and 301 pages in 1922-23. It is hoped that, as soon as a sufficient number of operators have been trained, the output will be very greatly increased and there will be in consequence a large reduction in compositors' and supervision charges.

Employment of ex-war men in the Government Press.

76 Q.—Rao Sahib U. RAMA RAO: Will the hon. the Member for Finance be pleased to state—

(1) what special concessions are given to passed candidates in the Government Press who have volunteered themselves for war service before the Armistice; and

(2) whether they are now being offered the minimum salary as if their sacrifice and war service count for nothing and whether they are treated as passed candidates fresh from school or college?

A.—Ex-service men in the Government Press have been given the same concessions as were given to similar men in other Government offices. The details of the concessions will be found in G.O. No. 74, Public, dated 5th February 1923, which has been laid upon the Editors' Table.

Harbour.

Disembarkation of deck passengers at the Madras Harbour.

77 Q.—Mr. S. SATYAMURTI: Will the hon. the Member for Finance be pleased to state—

(1) whether deck passengers from the Straits Settlements are not allowed to get down from the steamers on any wharf in the Madras Harbour but taken on cargo-boats for about half a mile, to their great inconvenience and discomfort;

(2) whether deck passengers are not allowed the use of the doorways and the ladders in the steamers built for the use of passengers, but are loaded and unloaded through holes intended for the loading and unloading of sheep and coal, by lascars without any reference to the passengers' comfort or decency; and

(3) whether the Government propose to take any steps to alleviate the sufferings of these unfortunate passengers?

A.—(1) The answer is in the negative. Whenever a quay berth is available, the passengers embark or disembark direct by the quay. When the exigencies of traffic are such that no quay berth is available, the passengers are embarked or disembarked in boats. This occurred during 1923 in the case of about half the passengers.

(2) Deck passengers are embarked and disembarked through the entry ports, which are constructed for this among other purposes. It would not be safe to allow a large number of passengers hampered by quantities of luggage to utilize the gangways provided for first and second class passengers.

(3) The Government have already sanctioned the construction of three new deep water quays, and when these have been constructed, it is hoped that all vessels having passengers will be